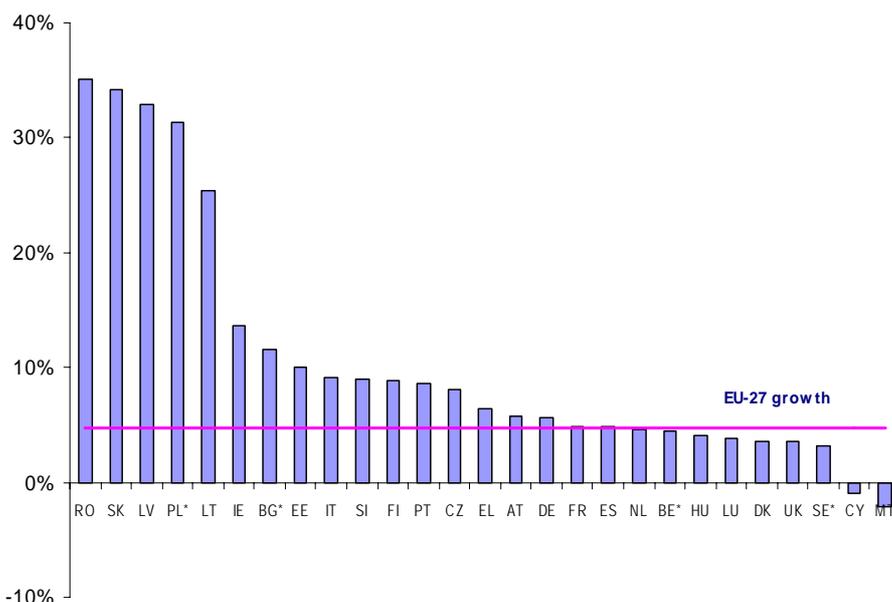


Air passenger transport in Europe in 2006

Five Member States register annual growth of more than 25%

Highlights

Graph 1: 2005/2006 growth in total passenger air transport by Member State (in %)



* The growth 2005/2006 has been estimated using the airport aggregated declarations.

The total number of passengers transported by air to, from or within the EU-27 Member States in the year 2006 reached 738 million. This represents an increase of 4.7% compared to 2005.

With the exception of Malta and Cyprus, all Member States recorded increases in the number of air passengers. The growth registered by Member States in Central and Eastern Europe continued to exceed the average of the European Union as a whole. Romania reported the strongest growth with an increase of more than 35% compared to 2005.

Despite a fall of 0.5% in the number of air passengers handled, the top ranked airport in terms of passenger numbers remains London/Heathrow with 67 million passengers. Paris/Charles de Gaulle and Frankfurt/Main maintained second and third places.

The number of country-to-country flows within the EU-27 Member States which recorded more than 10 million air passengers rose to 7 in 2006. The largest flows were Spain – UK with 35 million passengers and Germany – Spain with 21.4 million passengers.

The four most important routes in terms of intra-EU-27 passenger transport are national services. The main route was that between Madrid/Barajas and Barcelona, with 4.4 million passengers, largely greater than the next most heavily used route which was Rome/Fiumicino – Milano/Linate recording 2.4 million passengers.

Traffic with the rest of Europe and with North America represented more than half of the total extra-EU transport (53.5%), although the highest growth in 2006 was reached on the traffic with the Indian Sub-Continent (21.5%). Regarding individual routes, London Heathrow maintained its key role on extra-EU traffic recording 8 of the top 10 most important routes in terms of passengers carried.

Statistics in focus

TRANSPORT

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General development

Table 1 below presents the absolute numbers of air passengers in 2006 and the growth between 2005 and 2006. In this table, figures for national transport are reported excluding the double counting between national partner airports. In parallel, the aggregated intra-EU-25, intra-EU-27 and total transport also exclude double counting between partner airports.

In total, 738 million air passengers were carried in 2006 at the EU-27 airports, an increase of 4.7% when compared to 2005. The figures for EU-25 are similar as most of the traffic recorded in Romania and Bulgaria is linked to intra-EU routes.

The Central and Eastern European Member States continued recording significant increases in 2006: seven of the eight Member States that reported an increase of

more than 10% compared to 2005 were located there. Only two Member States, Malta and Cyprus, reported a fall in the number of passengers carried.

In terms of the absolute numbers of passengers handled, the greatest increase was reported by Germany with 8.2 million additional passengers. This was followed by Italy with an additional 8.0 million passengers and the United Kingdom with 7.2 million more passengers.

There were no changes to the top 3 countries by volume of air passenger transport: United Kingdom reported the greatest volume, 211 million, followed by Germany with 154 million passengers and Spain with 151 million.

Table 1: Overview of EU-27 air passenger transport by Member States in 2006: passengers carried (in 1 000)

		Total transport		National transport		International intra-EU-27 transport		International extra-EU-27 transport	
		Passengers	Growth 2005-2006	Passengers	Growth 2005-2006	Passengers	Growth 2005-2006	Passengers	Growth 2005-2006
BELGIUM ¹	BE	19 155	4.5%	59	:	14 173	:	4 922	:
BULGARIA ²	BG	5 605	11.6%	:	:	:	:	:	:
CZECH REPUBLIC	CZ	12 171	8.0%	261	34.0%	8 941	6.5%	2 969	11.1%
DENMARK	DK	22 966	3.6%	1 791	7.1%	15 180	5.2%	5 995	-1.3%
GERMANY	DE	154 146	5.6%	22 823	4.2%	81 867	8.2%	49 456	2.2%
ESTONIA	EE	1 533	10.1%	21	0.8%	1 281	7.4%	231	28.4%
IRELAND	IE	27 558	13.6%	804	25.4%	23 897	13.5%	2 857	11.8%
GREECE	EL	32 762	6.4%	6 130	6.4%	22 749	5.0%	3 883	15.2%
SPAIN	ES	150 599	4.8%	40 383	3.5%	92 986	3.6%	17 231	15.4%
FRANCE	FR	113 183	4.8%	26 998	1.3%	46 994	8.1%	39 190	3.6%
ITALY	IT	95 914	9.1%	26 370	6.9%	52 384	10.9%	17 160	7.2%
CYPRUS	CY	6 714	-1.0%	1	58.9%	5 647	-1.4%	1 067	1.1%
LATVIA	LV	2 488	32.9%	2	237.8%	2 018	26.8%	468	67.4%
LITHUANIA	LT	1 799	25.4%	1	-71.3%	1 506	25.6%	293	25.9%
LUXEMBOURG	LU	1 597	3.9%	0	:	1 358	2.3%	239	13.4%
HUNGARY	HU	8 246	4.1%	3	77.0%	6 358	4.4%	1 885	3.2%
MALTA	MT	2 700	-2.1%	8	-6.5%	2 419	-1.9%	273	-3.8%
NETHERLANDS	NL	48 583	4.6%	49	-40.4%	28 825	8.6%	19 708	-0.5%
AUSTRIA	AT	20 825	5.8%	618	7.5%	13 807	8.5%	6 399	0.3%
POLAND ¹	PL	13 738	31.4%	938	:	10 293	:	2 506	:
PORTUGAL	PT	22 027	8.7%	3 010	1.5%	15 473	10.8%	3 544	6.1%
ROMANIA	RO	4 722	35.1%	381	39.2%	3 666	37.6%	675	21.5%
SLOVENIA	SI	1 327	9.1%	0	-59.7%	875	9.2%	452	8.8%
SLOVAKIA	SK	2 124	34.2%	116	-8.4%	1 770	54.1%	238	-22.5%
FINLAND	FI	13 443	8.9%	2 937	4.2%	8 426	10.2%	2 080	4.9%
SWEDEN ¹	SE	25 855	3.1%	6 989	:	15 052	:	3 814	:
UNITED KINGDOM	UK	211 229	3.5%	26 559	-0.5%	122 015	4.0%	62 655	4.5%
EU25³		736 960	4.7%	166 872	3.7%	312 140	4.7%	257 947	5.3%
EU27⁴		738 410	4.7%	167 253	3.8%	320 968	5.0%	250 189	5.0%

(1) The growth 2005-2006 has been estimated using the airport aggregated declarations.

(2) Total passenger data are based on airport aggregated declarations which do not exclude double counting on national transport.

(3) Intra and extra-EU aggregates have been calculated considering the EU25 configuration.

(4) The EU27 aggregates have been estimated excluding Bulgaria, except in the case of international intra-EU27 transport where the mirror declarations of the EU partner countries have been used.

Regarding the type of transport, the international air passenger market (intra and extra-EU) is sufficiently large in most Member States so that it influences and

follows the trend observed in the total market. National transport, however, continues to grow more slowly or decline in a number of Member States.

Table 2: Top airports in the EU-27 in terms of total passengers carried in 2006

Country	Airport	Total air transport				National air transport		International intra-EU-27 air transport		International extra-EU-27 air transport		
		Rank	Passengers (in 1000)	Growth 2005-2006	Number of flights (in 1000)	Growth 2005-2006	Passengers (in 1000)	Rank	Passengers (in 1000)	Rank	Passengers (in 1000)	Rank
UK	LONDON HEATHROW	1	67 339	-0.5%	471	-0.2%	5 993	9	24 430	2	36 916	1
FR	PARIS-CHARLES DE GAULLE	2	56 449	5.7%	560	3.0%	5 106	14	24 224	3	27 119	2
DE	FRANKFURT/MAIN	3	52 403	1.2%	480	1.0%	6 729	7	19 916	4	25 757	3
NL	AMSTERDAM/SCHIPHOL	4	45 998	4.4%	430	5.2%	46	255	26 567	1	19 385	4
ES	MADRID/BARAJAS	5	45 064	8.0%	422	3.9%	20 387	1	14 383	9	10 293	6
UK	LONDON GATWICK	6	34 080	4.2%	254	1.0%	4 061	20	18 202	7	11 817	5
DE	MUNCHEN	7	30 607	7.6%	388	1.4%	9 271	5	13 735	10	7 601	8
ES	BARCELONA	8	29 895	10.7%	312	6.1%	14 136	3	12 759	12	3 000	17
IT	ROMA/FIUMICINO	9	28 950	4.2%	309	3.0%	12 329	4	11 051	15	5 569	12
FR	PARIS/ORLY	10	25 604	3.0%	235	1.8%	15 612	2	4 970	33	5 022	13
UK	LONDON STANSTED	11	23 679	7.7%	190	6.7%	2 678	37	19 537	5	1 464	29
ES	PALMA DE MALLORCA	12	22 397	5.6%	176	3.0%	6 370	8	15 188	8	838	38
UK	MANCHESTER	13	22 124	0.2%	213	-2.3%	3 522	25	12 670	13	5 932	9
IT	MILANO/MALPENSA	14	21 620	11.0%	241	8.7%	3 323	29	10 501	16	7 795	7
IE	DUBLIN	15	21 063	14.9%	183	8.1%	798	91	18 258	6	2 006	22
DK	KOBENHAVN/KASTRUP	16	20 694	4.4%	251	-4.1%	1 702	50	13 379	11	5 613	11
SE	STOCKHOLM/ARLANDA	17	17 539	2.2%	214	-3.5%	5 332	13	8 997	19	3 210	16
AT	WIEN-SCHWECHAT	18	16 808	6.4%	233	2.9%	601	112	10 347	17	5 860	10
BE	BRUSSELS-NATIONAL	19	16 593	4.0%	232	1.3%	3	335	11 776	14	4 814	14
DE	DUSSELDORF	20	16 509	7.3%	208	10.1%	3 795	21	8 456	21	4 258	15
EL	ATHINA/ELEFTHERIOS VENIZELOS	21	15 073	5.6%	180	5.7%	5 470	12	7 240	22	2 363	20
ES	MALAGA	22	13 036	3.4%	113	1.8%	3 332	28	9 092	18	611	44
PT	LISBOA	23	12 281	9.3%	132	4.8%	2 206	40	7 127	25	2 947	18
FI	HELSINKI-VANTAA	24	12 142	9.1%	171	4.9%	2 927	32	7 170	24	2 045	21
DE	HAMBURG	25	11 874	12.3%	146	8.8%	4 942	15	5 072	31	1 859	24
DE	BERLIN-TEGEL	26	11 769	2.6%	134	-2.1%	5 630	11	4 627	37	1 511	27
CZ	PRAHA/RUZYNE	27	11 513	7.4%	155	3.5%	130	196	8 620	20	2 763	19
DE	STUTTGART	28	10 019	8.4%	138	2.6%	3 102	31	5 060	32	1 857	25
ES	GRAN CANARIA	29	9 967	2.9%	101	2.2%	4 368	17	4 901	35	698	41
FR	NICE-COTE D'AZUR	30	9 926	1.9%	165	4.7%	4 323	18	4 322	38	1 282	34
HU	BUDAPEST/FERIHEGY	39	8 246	2.4%	117	0.5%	3	328	6 358	28	1 885	23
PL	WARSAWA/OKECIE	40	8 117	14.6%	143	9.1%	919	83	5 453	30	1 745	26
CY	LARNAKA/INTL	58	4 884	-2.3%	50	3.7%	0	356	3 874	42	1 010	37
RO	BUCURESTI/HENRI COANDA	73	3 498	17.5%	15	21.7%	282	147	2 635	55	581	47
MT	LUQA AIRPORT	84	2 700	-2.1%	28	-7.6%	8	304	2 419	62	273	72
LV	RIGA	86	2 488	32.9%	36	16.4%	2	340	2 018	72	468	54
BG	SOFIA	93	2 190	18.0%	:	:	:	:	:	:	:	:
SK	BRATISLAVA/M.R.STEFANIK	104	1 905	:	24	:	116	206	1 587	83	203	81
LU	LUXEMBOURG	119	1 597	3.9%	51	0.0%	0	365	1 358	90	239	75
EE	TALLINN	122	1 533	10.1%	26	1.3%	21	284	1 281	94	231	76
LT	VILNIUS INTL	126	1 447	13.1%	27	2.0%	1	345	1 164	98	282	70
SI	LJUBLJANA	132	1 327	9.1%	32	11.5%	0	385	875	113	452	56

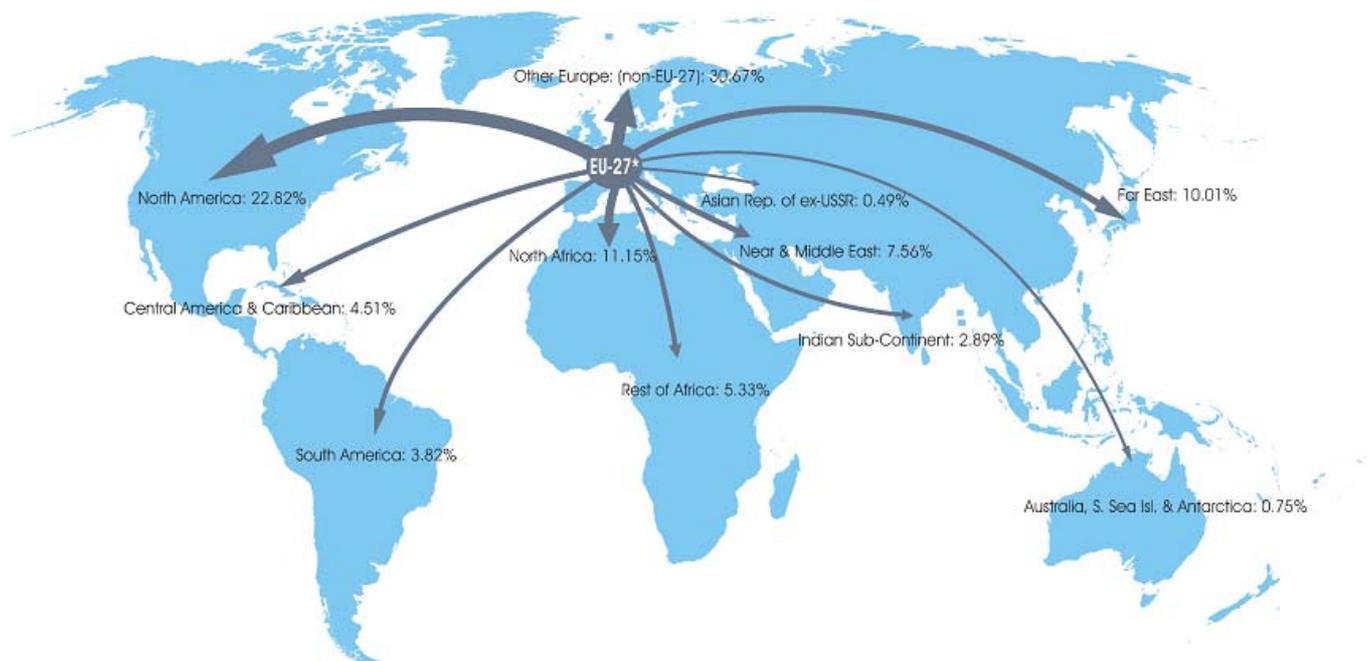
Table 2 above provides an EU-27 ranking of the 30 busiest airports in 2006 in terms of total passengers carried, together with the top airport in each of the 12 Member States for whom no airport appears in the top 30. With the exception of London/Heathrow, all top 30 airports reported an increase in passenger traffic compared to 2005.

Despite a fall of 0.5% in passenger numbers, London/Heathrow remains the busiest airport within the EU-27, handling 67 million passengers in 2006, the majority of them on extra-EU traffic. Actually, the only change on the top 10 airports compared to 2005

is that Barcelona has moved to rank 8 overtaking Roma/Fiumicino. Stuttgart appeared in the top 30 for the first time with 10.0 million passengers.

Table 2 also shows the number of flights operated at each of the airports. The number of flights includes both freight and passenger services so caution must be exercised when comparing these with the passenger numbers. A trend can be observed whereby the number of flights continues to grow more slowly than the number of passengers suggesting changes in the size of aircraft utilised or improved seat occupancy rates (load factors).

Map 1: Extra-EU-27 transport of passengers: share in world regions in % of total extra-EU-27 transport in 2006



* Data for Bulgaria is not available

Table 4: International extra-EU passenger transport by world region in 2006

World regions	Passengers (in 1000)	Growth 2005-2006	Main EU-27 partner	
			Country	%
Total Extra EU-27*	250 189	5,0%	UNITED KINGDOM	25,0%
Europe except EU-27	76 363	4,3%	GERMANY	26,2%
North America	56 814	1,5%	UNITED KINGDOM	38,2%
Central America and Caribbean	11 221	3,2%	UNITED KINGDOM	29,0%
South America	9 510	4,9%	SPAIN	40,2%
Asian Republics of the Ex-USSR	1 232	1,8%	GERMANY	31,8%
Near and Middle East	18 837	9,1%	UNITED KINGDOM	33,1%
Indian Sub-Continent	7 205	21,5%	UNITED KINGDOM	49,9%
Far East	24 914	6,5%	UNITED KINGDOM	24,5%
Australasia, S. Sea Is. & Antarctica	1 871	-0,8%	UNITED KINGDOM	74,0%
North Africa	27 769	5,0%	FRANCE	36,0%
Rest of Africa	13 267	5,3%	FRANCE	30,5%

* Data for Bulgaria is not available.

The United Kingdom was the main partner in the extra-EU-27 market as a whole, accounting for 25% of the air passengers carried into/outside the EU-27. As in 2005, it was also the main partner in six of the eleven world regions.

France was the main partner country for both of the African regions whilst Spain reported more than 40% of the EU-27 traffic to / from South America. Germany was the overall main partner country for non EU-27 European countries and for the Asian

Republics of the Ex-USSR.

This reflects the position of the main airports of these four countries as main European hubs for extra-EU traffic, together with Amsterdam /Schiphol airport.

It can also be noticed that the three main partner countries of the "Europe except EU" region, Turkey, Switzerland and Norway, accounted for almost three quarters (73.6%) of the total transport of the European Union to/from this region.

Airport-to-airport transport (air routes)

Table 5 below lists the top ten routes within the EU-27. The four top routes are national services with Madrid/Barajas – Barcelona (4.4 million passengers) being the most heavily used by a significant margin. The largest international route within the EU-27 Member States was Dublin – London/Heathrow with

2.0 million passengers.

The occupancy rate (load factor) on the top ten routes each exceeded 60% and the highest load factor observed was on the Palma de Mallorca – Madrid/Barajas route standing at almost 78%.

Table 5: Top 10 airport pairs within the EU-27 in 2006

Rank	Airport pairs		Passengers carried (in 1000)	Growth 2005-2006	Number of flights (in 1000)	Growth 2005-2006	Capacity/Occupancy		
							Passengers on board (in 1000)	Seats available	Occupancy rate
1	MADRID/BARAJAS	BARCELONA	4 442	3,9%	45,1	0,4%	4 745	7 496	63,3%
2	ROMA/FIUMICINO	MILANO/LINATE	2 387	-1,3%	26,4	1,5%	2 387	3 969	60,1%
3	PARIS/ORLY	TOULOUSE-BLAGNAC	2 351	1,0%	18,9	-1,0%	2 351	:	:
4	PARIS/ORLY	NICE-COTE D'AZUR	2 319	2,5%	17,3	0,4%	2 319	:	:
5	DUBLIN	LONDON HEATHROW	1 990	-4,7%	13,9	1,2%	1 990	2 621	75,9%
6	PARIS-CHARLES DE GAULLE	LONDON HEATHROW	1 971	-2,0%	18,7	-0,9%	1 978	2 962	66,8%
7	AMSTERDAM/SCHIPHOL	LONDON HEATHROW	1 847	-2,5%	17,1	2,1%	1 847	2 835	65,1%
8	PALMA DE MALLORCA	MADRID/BARAJAS	1 757	7,1%	15,2	-1,7%	1 757	2 261	77,7%
9	PALMA DE MALLORCA	BARCELONA	1 740	3,0%	19,6	3,2%	1 740	2 493	69,8%
10	MUNCHEN	HAMBURG	1 583	9,1%	16,1	9,4%	1 588	2 212	71,8%

Table 6 below shows the top ten routes between the EU-27 Member States and airports in extra-EU countries. Despite a fall in passenger numbers on the top three routes, the top seven places remain unchanged from 2005. Madrid-Barajas – Buenos Aires, fell outside the top ten, having been replaced by London/Heathrow – Singapore/Changi that appears for the first time.

Seat occupancy rates (load factors) are noticeably higher than on the short-haul routes featured in Table 5. The highest load factor observed was on London/Heathrow – Toronto/Pearson at 87.1%. The lowest was 65.6% on the Kobenhavn/Kastrup – Oslo/Gardermoen which, as a short-haul service has more in common with those observed in Table 5.

Table 6: Top 10 extra-EU-27 airport pairs in 2006

Rank	Airport pairs		Passengers carried (in 1000)	Growth 2005-2006	Number of flights (in 1000)	Growth 2005-2006	Capacity/Occupancy		
							Passengers on board (in 1000)	Seats available (in 1000)	Occupancy rate
1.	LONDON HEATHROW	NEW YORK/JFK	2 752	-6.4%	13.2	-2.7%	2 873	4 177	68.8%
2.	PARIS-CHARLES DE GAULLE	NEW YORK/JFK	1 659	-4.1%	9.2	-5.8%	1 659	:	:
3.	LONDON HEATHROW	CHICAGO - O'HARE INTERNATIONAL, IL.	1 521	-0.1%	7.9	0.2%	1 601	2 201	72.8%
4.	LONDON HEATHROW	LOS ANGELES INTERNATIONAL, CA.	1 429	3.4%	6.2	5.9%	1 618	1 980	81.7%
5.	LONDON HEATHROW	HONG KONG/INTERNATIONAL	1 417	12.6%	6.6	24.3%	1 799	2 255	79.8%
6.	LONDON HEATHROW	DUBAI INTERNATIONAL	1 374	16.2%	7.1	11.6%	1 569	2 061	76.1%
7.	KOBENHAVN/KASTRUP	OSLO/GARDERMOEN	1 285	11.7%	13.0	1.6%	1 318	2 009	65.6%
8.	LONDON HEATHROW	SINGAPORE/CHANGI	1 086	9.1%	5.2	-4.0%	1 602	1 868	85.8%
9.	LONDON HEATHROW	TORONTO/LESTER B. PEARSON INTL, ONT.	1 046	-2.0%	5.0	3.0%	1 047	1 202	87.1%
10.	LONDON HEATHROW	WASHINGTON DULLES INTERNATIONAL, DC.	1 040	-3.2%	5.1	-3.8%	1 040	1 313	79.3%

Air passenger transport in candidate and EFTA countries

The two following tables present some comparative statistics on the scale of air passenger transport registered at the airports of the candidate and EFTA countries. No figures are presented for Norway and FYROM, as no data for 2006 have been delivered.

Table 7 shows that Croatia and Switzerland are the only countries registering an annual growth of more than 10% in 2006. In absolute values, Turkey reported the

Table 7: Overview of air passenger transport in Candidate and EFTA countries (in 1000 passengers)

		Total transport		National transport		International transport	
		2006	Growth 2005-2006	2006	Growth 2005-2006	2006	Growth 2005-2006
		CROATIA	HR	4 404	12,5%	:	:
TURKEY	TR	57 063	6,6%	:	:	:	:
ICELAND	IS	3 179	7,7%	:	:	:	:
SWITZERLAND	CH	31 829	10,2%	703	-5,6%	31 126	10,6%

highest passenger figures reflecting the importance of tourist flows.

Table 8 shows the top 3 airports of these countries in terms of passengers carried. Istanbul/Ataturk and Zurich recorded the highest figures, although some other smaller airports as Basel, Ankara or Split reported the biggest growth rates.

Table 8: Top 3 airports in Candidate and EFTA countries (in 1000 passengers)

Major Airports	Passengers	
	2006	Growth 2005-2006
HR ZAGREB	1 714	11.6%
DUBROVNIK/CILIP	1 098	3.8%
SPLIT/KASTELA	1 065	17.8%
TR ISTANBUL/ATATURK	21 266	10.2%
ANTALYA	14 642	-7.7%
ANKARA/ESENBAGA	4 548	18.7%
IS KEFLAVIK	2 263	7.2%
REYKJAVIK	418	9.8%
AKUREYRI	201	12.0%
CH ZURICH	19 298	7.9%
GENEVE	9 816	4.9%
BASEL	3 014	48.3%

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Data sources

All figures presented in this publication have been extracted from the Eurostat aviation database. The database is available online from the Eurostat web page.

Main Definitions

The definitions used on air transport statistics are included in the Commission Regulation (EC) 1358/2003 implementing Regulation (EC) 437/2003 of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air. The main definitions are the following:

Flight stage (FS): The operation of an aircraft from take-off to its next landing. This is linked to the definition of passengers on board.

On Flight Origin and Destination (OFOD): Traffic on a commercial air service identified by a unique flight number subdivided by airport pairs in accordance with the point of embarkation and point of disembarkation on that flight. This is linked to the definition of passengers carried.

Passengers on board: All passengers on board of the aircraft upon landing at the reporting airport or at taking-off from the reporting airport. This includes direct transit passengers.

Passengers carried: All passengers on a particular flight counted once only and not repeatedly on each individual stage of that flight. This excludes direct transit passengers.

Direct transit passengers: Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive.

Passenger seats available: The total number of passenger seats for sale on an aircraft operating a flight stage between pair of airports.

Freight and mail loaded or unloaded: All freight and mail loaded onto or unloaded from an aircraft. This excludes passenger baggage and direct transit freight and mail.

The difference between On Flight Origin/Destination and Flight Stage data can be illustrated by the following example: a flight is operated on a route New York-London-Paris. The passenger traffic consists of 185 passengers travelling from New York to London, 135 from New York to Paris and 75 from London to Paris. Then:

- In terms of OFOD data, the figures recorded are 185 passengers New York-London, 135 passengers New York-Paris and 75 passengers London-Paris. New York would record the figures for New York-London and New York-Paris; London would record New York-London and London-Paris; and Paris would record New York-Paris and London-Paris.
- In terms of FS data, there are two flight stages and the figures recorded are; New York-London 320=(185+135) passengers; London-Paris 210=(135+75) passengers.

In principle, information provided in this publication is based on On Flight Origin/Destination data. FS data have been used for those countries where no OFOD data were reported. Only when neither OFOD nor FS data have been reported, airports declarations have been used.

Airport coverage

In principle, this publication covers the air transport in the airports of the Reporting Countries with more than 150 000 passengers carried in 2006.

Notes on some Reporting Countries

Bulgaria: Bulgaria provided only airport declarations.

Estonia: Estonian data refer to Tallinn/Ülemiste airport only.

Latvia: Latvian data refer to Riga airport only.

Luxembourg: Luxembourg only provided Flight Stage data. Luxembourgish data refer to Luxembourg airport only.

Hungary: Hungarian data refer to Budapest/Ferihegy airport only.

Malta: Maltese data refer to Malta/Luqa airport only.

Slovenia: Slovenian data refer to Ljubljana airport only.

Croatia: Croatia provided only airport declarations.

Turkey: Turkey provided only airport declarations.

Iceland: For Iceland airport declarations have been used.

Norway: Data are not available for 2006.

FYROM: Data are not available for 2006.

National transport

The national aggregates have been calculated excluding double counting

International intra-EU-25 and intra-EU-27 aggregates

The total intra-EU-25 and total intra-EU-27 aggregates have been calculated excluding double counting.

Table 3

The total figures for the countries flows have been calculated by adding the "Departure" declarations at city airport level of the two countries concerned.

Tables 4 and 10

The component countries comprising the world regions as defined for Map 1 and Table 4 are based on the geonomenclature used by Eurostat for the external trade statistics. The components of each world region can be extracted from the Aviation domain of the Eurostat on-line database or obtained upon request

Tables 5 and 6

The total figures for each pair of airports have been calculated by adding the "Departure" of the two airports concerned.

When the necessary information was available at route level, the occupancy rates have been calculated as the ratio between the passengers on board and the passenger seats available provided by the reporting countries.

In this publication

":" means "not available"

This publication was prepared with the assistance of Marion Biré, Mathieu Erzar (data), and Philip Osler (commentary).

Further information:

Data: [EUROSTAT Website/Home page/Transport/Data](#)

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